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SENSITIVE

MIL-HDBK-260
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DEPARTMENT OF DEFENSE HANDBOOK

REFERENCE DATA FOR LOGISTICS METRICS



**THIS HANDBOOK IS FOR REFERENCE
ONLY. DO NOT CITE THIS DOCUMENT
AS A REQUIREMENT.**

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FOREWORD

1. This handbook is approved for use by all Departments and Agencies of the Department of Defense.
2. This handbook is for guidance only. This handbook cannot be cited as a requirement. If it is, the contractor does not have to comply.
3. This handbook is an abbreviated reference guide for logistics metrics. It emphasizes the accepted service and DOD standard metrics used in daily operations by logistics personnel. This handbook is a compendium of other documents and is designed to provide logistics personnel with frequently used information needed in logistics functions. This handbook will be used as a reference for all DOD logistics agencies. Although a concerted effort has been made to ensure that this handbook is accurate, there may be inconsistencies between it and other publications. Approved service manuals will be considered the authoritative sources when questions arise.
4. Beneficial comments (recommendations, additions, deletions) and any pertinent data which may be of use in improving this document should be addressed to: Commander, Systems Standardization, Code 4.1.4.2B120-3, Naval Air Warfare Center Aircraft Division, Highway 547, Lakehurst, NJ 08733-5100, by using the self-addressed Standardization Document Improvement Proposal (DD Form 1426) appearing at the end of this document or by letter.

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1. SCOPE

1.1 Scope. This handbook contains abbreviated reference information in logistics metrics. This handbook is for guidance only. This handbook cannot be cited as a requirement. If it is, the contractor does not have to comply.

2. APPLICABLE DOCUMENTS

This section is not applicable to this handbook.

3. DEFINITIONS

This section is not applicable to this handbook.

4. GENERAL OUTLINE

4.1 General outline. Table I delineates measures of readiness, supportability, and affordability. Appendix A is a glossary and Appendix B is a list of references

5. DETAILED REQUIREMENTS

This section is not applicable to this handbook.

6. NOTES

(This section contains information of a general or explanatory nature which may be helpful, but is not mandatory.)

6.1 Intended use. This handbook is intended for use as an abbreviated reference guide for logistics metrics.

6.2 Subject term (key word) listing.

Logistics
Metrics

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TABLE I. Measures of readiness, supportability, and affordability.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
USAF	R1 S_s S_m	Mission Nonavailability (MNA) Metric Type: J(P)	$MNA = TAI \cdot PAA \cdot AFMC \cdot TNMCS \cdot TPMCS$	TAI - Total Aircraft Inventory PAA - Primary Aircraft Authorization AFMC - Aircraft withheld from service by AFMC	Metric shows the total effect of the actions of the logistics organization upon the operating command. Metric Level: M	
USAF	R2 S_s S_m	Wartighting Capability Metric Type: J(P)	Assess AFMC's capability to support warring forces based on: Two heaviest wartime taskings By weapon system or other element Two segments -- day 1-30, 31-180	TPMCS - Total Not Mission Capable Supply TPMCS - Total Partial Mission Capable Supply	Data source is WISMS and SORTS	Metric shows the ability of the logistics organization to support future action. Metric Level: M
AFI 10-602 (Draft)	R	Weapon System Reliability (WSR) Metric Type: S	<u>Missions Completed</u> <u>Missions Attempted</u>	(Self explanatory)	Use WSR to measure the probability that a system will complete a specified mission given that the system was initially capable of doing so.	Metric Level: M
						Metric Level
						M Macro Level
						O Organizational Level
						I Intermediate Level
						D Depot Level

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TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DODI 3110.5	R3.1	Mission Capable (MC) Metric Type: J	$\frac{FMC + PMC \text{ Hours} \times 100}{\text{Possessed Hours}}$	FMC - Full Mission Capable PMC - Partial Mission Capable	Displays the percentage of a particular reporting period in which the aircraft can accomplish at least one of its assigned missions.	
DoD 3235.1-H	R	Operational Availability (Ao) Metric Type: J(T)	$\frac{\text{Total Uptime}}{\text{Total Uptime} + \text{Total Downtime}}$	Ao - Operational Availability	Operational availability is used to support operational testing, assessment, life cycle costing and force development exercises.	Metric Level: M 1
AR 700-138	R3.1	Mission Capable Rate (MC) Metric Type: J	$\frac{FMC + PMC \text{ Hours} \times 100}{\text{Possessed Hours}}$	FMC - Full Mission Capable PMC - Partially Mission Capable	Displays the percentage of a particular reporting period in which the aircraft can accomplish at least one of its assigned missions.	Metric Level: M
OPNAVINST 4700.19E	R3.2	Mission Capable Rate (MC) Metric Type: J	$\frac{FMC + PMC \text{ Hours} \times 100}{EIS \text{ Hours}}$	FMC - Full Mission Capable PMC - Partially Mission Capable EIS - Equipment In Service	Displays the percentage of a particular reporting period in which the aircraft can accomplish at least one of its assigned missions.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFR 65-110 AFI 10-602 (Draft) AFI 21-103 (Draft)	R3.3	Mission Capable Rate (MC) Metric Type: J	$\frac{\text{FMC} + \text{PMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Full Mission Capable PMC - Partially Mission Capable	Displays the percentage of a particular reporting period in which the aircraft can accomplish at least one of its assigned missions.	2 3
DODI 3110.5	R4.2	Full Mission Capable (FMC) Metric Type: J	Equipment and systems that are safe and have all mission-essential subsystems installed and operating as designated by a Military Service.	FMC - Full Mission Capable	Measures and assists in identification of aircraft that are capable of carrying out all assigned missions are designated as Mission Essential Subsystems.	
AR 700-138	R4.1	Full Mission Capable Rate (FMC) Metric Type: J	$\frac{\text{FMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Full Mission Capable	Measures and assists in identification of aircraft that are capable of carrying out all assigned missions are designated as Mission Essential Subsystems.	2
OPNAVINST 5442.4M	R4.2	Full Mission Capable Rate (FMC) Metric Type: J	$\frac{\text{FMC Hours}}{\text{EIS Hours}} \times 100$	FMC - Full Mission Capable EIS - Equipment In Service	The FMC rate represents the percentage of aircraft that are capable of meeting all of their wartime and peacetime missions.	

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TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFR 65-110 AFI 10-602 (Draft) AFI 21-103 (Draft)	R4.3	Full Mission Capable Rate (FMC) Metric Type: J	$\frac{\text{FMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Full Mission Capable	The FMC rate represents the number of aircraft that are capable of meeting all of their wartime taskings. This metric is used because some weapon systems have the capability to perform more than one wartime mission.	2 3
DODI 3110.5	R5.1	Partial Mission Capable (PMC) Metric Type: J	Systems and equipment that are safely usable and can perform one or more but not all assigned missions because one or more of their mission-essential subsystems are inoperative for maintenance or supply reasons.	FMC - Partially Mission Capable PMCM Hours = MC Hours - (FMC + PMCS)	Metric Level: M Indicates percent of aircraft partially mission capable due to maintenance or supply. The aircraft can perform one or more, but not all of its missions.	
AR 700-138	R5	Partially Mission Capable Rate (PMC) Metric Type: J	$\frac{\text{PMC Hours}}{\text{Possessed Hours}} \times 100$	FMC - Partially Mission Capable	Metric Level: M Indicates percent of aircraft partially mission capable due to maintenance or supply. The aircraft can perform one or more, but not all of its missions.	

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
OPNAVINST 5442.4M	RS.1	Partial Mission Capable Rate (PMC) Metric Type: J	$\frac{\text{PMC Hours} \times 100}{\text{EIS Hours}}$	PMC - Partially Mission Capable PMC Hours = (MC - FMC)	Indicates percent of aircraft partially mission capable due to maintenance or supply. The aircraft can perform one or more, but not all of its missions.	Metric Level: M
AFR 65-110 AFI 10-602 (Draft) AFI 21-103 (Draft)	R	Partially Mission Capable (PMC) Metric Type: J	$\frac{\text{PMC Hours}}{\text{Possessed Hours}} \times 100$	PMC - Partially Mission Capable	Indicates percent of aircraft partially mission capable due to maintenance or supply. The aircraft can perform one or more, but not all of its missions.	Metric Level: M
AR 700-138	R	Partially Mission Capable Maintenance Rate (PMCM-M) Metric Type: J	$\frac{\text{PMCM-M Hours}}{\text{Possessed Hours}} \times 100$	PMCM-M - Partially Mission Capable Maintenance	Indicates percent of aircraft partially mission capable due to maintenance.	Metric Level: M
OPNAVINST 5442.4M	RS.1	Partial Mission Capable Maintenance Rate (PMCM) Metric Type: J	$\frac{\text{PMCM Hours}}{\text{EIS Hours}} \times 100$	PMCM - Partially Mission Capable Maintenance PMCM Hours = MC Hours - (FMC + PMCS)	A summary of partially mission capable due to maintenance being performed.	Metric Level: M
AFR 65-110 AFI 21-103 (Draft)	R	Partially Mission Capable Maintenance Rate (PMCM) Metric Type: J	$\frac{\text{PMCM Hours}}{\text{Possessed Hours}} \times 100$	PMCM - Partially Mission Capable Maintenance	Assists in the identification of mission degradation due to maintenance problems.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AR 700-138	R S _s	Partially Mission Capable Supply Rate (PMC-S)	$\frac{\text{PMC-S Hours}}{\text{Possessed Hours}} \times 100$	PMC-S - Partially Mission Capable Supply	Indicates percent of aircraft partially mission capable due to supply.	Metric Level: M
AFR 65-110 AFI 21-103 (Draft)	R S _s	Metric Type: J Partially Mission Capable Supply Rate (PMCS)	$\frac{\text{PMCS Hours}}{\text{Possessed Hours}} \times 100$	PCMS - Partially Mission Capable Supply	Assists in the identification of mission degradation due to supply problems.	Metric Level: M
DODI 3110.5	R6.4	Not Mission Capable Maintenance Rate (NMCM) Metric Type: J	Systems and equipment are not capable of performing any of their assigned missions because of unit level maintenance requirements.	NMCM - Not Mission Capable Maintenance	Represents the percentage of aircraft that cannot fly any of its missions due to maintenance being performed.	Metric Level: M
AR 700-138	R6	Not Mission Capable Maintenance Rate (NMCM) Metric Type: S	$\frac{\text{NMCM Hours}}{\text{Possessed Hours}} \times 100$	NMCM - Not Mission Capable Maintenance	Represents the percentage of aircraft that cannot fly any of its missions due to maintenance being performed.	Metric Level: M
OPNAVINST 5442.4M	R6.4	Not Mission Capable Maintenance Rate (NMCM) Metric Type: S	$\frac{\text{NMCM Hours}}{\text{EIS Hours}} \times 100$	NMCM - Not Mission Capable Maintenance EIS - Equipment In Service	Represents the percentage of aircraft that cannot fly any of its missions due to maintenance being performed.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFR 65-110 AFI 21-103 (Draft)	R6.5	Total Not Mission Capable Maintenance Rate (TNMCM) Metric Type: S	$\frac{\text{NMCM} + \text{NMCB Hours}}{\text{Possessed Hours}} \times 100$	NMCM - Not Mission Capable Maintenance NMCB - Not Mission Capable Both Maintenance and Supply	This indicator is used in conjunction with MC rates. The use of TNMCM and TNMCS rates further narrows the search for the cause of low MC rates. Represents the percentage of aircraft that cannot fly any of its missions due to maintenance being performed.	2
DODI 3110.5	R S_s	Not Mission Capable Supply Rate (NMCS) Metric Type: J	Systems and equipment are not capable of performing any of their assigned missions because of maintenance work stoppage due to a supply shortage.	NMCS - Not Mission Capable Supply	Metric Level: M This indicator is used in conjunction with NMCM rates to show cause for low MC rates and is a summary of not mission capable due to a supply shortage. (The aircraft cannot fly any of its missions.)	2
AR 700-138	R S_s	Not Mission Capable Supply (NMCS) Metric Type: S	$\frac{\text{NMCS Hours}}{\text{Possessed Hours}} \times 100$	NMCS - Not Mission Capable Supply	Metric Level: M This indicator is used in conjunction with NMCM rates to show cause for low MC rates and is a summary of not mission capable due to a supply shortage. (The aircraft cannot fly any of its missions.)	2

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TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
OPNAVINST 5442.4M	R S _s	Not Mission Capable Supply (NMCS) Metric Type: S	$\frac{\text{NMCS Hours}}{\text{EIS Hours}} \times 100$	NMCS - Not Mission Capable Supply EIS - Equipment in Service	This indicator is used in conjunction with NMCM rates to show cause for low MC rates and is a summary of not mission capable due to a supply shortage. (The aircraft cannot fly any of its missions.)	Metric Level: M
AFR 65-110 AFI 21-103 (Draft)	R S _s	Total Not Mission Capable Supply Rate (NMCS) Metric Type: S	$\frac{\text{NMCS} + \text{NMCB Hours}}{\text{Possessed Hours}} \times 100$	NMCS - Not Mission Capable Supply NMCB - Not Mission Capable Both Maintenance and Supply	This indicator is used in conjunction with NMCM rates to show cause for low MC rates and is a summary of not mission capable due to a supply shortage. (The aircraft cannot fly any of its missions.)	Metric Level: M
AR 700-138	R6.1	AVUM (NMCM Category) Metric Type: S	AVUM Hours (Total)	AVUM - Aviation Maintenance Unit Level	Total amount of time where the Unit quickly turns maintenance requirements at the Unit level.	Metric Level: M
AR 700-138	R6.2	AVIM (NMCM Category) Metric Type: S	AVIM Hours (Total)	AVIM - Aviation Maintenance Intermediate Level	Total amount of time accounted for by Intermediate level maintenance in a division or forward area.	Metric Level: O

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AR 700-138	R6.3	Depot (NMCM Category)	Depot Hours (Total)	Aviation Maintenance Depot Time (Unit maintains possession).	Total amount of time accounted for by Depot level maintenance.	
OPNAVINST 4700.19E	R	Aircraft Utilization Metric Type: S	$\frac{\text{Flying Hours}}{\text{Average Reporting Aircraft (EIS Hours)}}$	Average Reporting Aircraft: Number of hours aircraft are reported as EIS hours, divided by the number of hours in the reporting period.	Metric Level: O Indicates flying hours in relation to the weapon system planning document (WSPD) requirements.	
AFI 10-602 (Draft)	R	Utilization Rate Metric Type: J(P)	$\frac{\text{Life Units Expended}}{\text{Time Period}}$	Life Unit - Flying Hours, Sorties, etc. Time Period - Week, Month, Year	Metric Level: Evaluate estimated versus planned utilization rate for peace or wartime.	
AFI 10-602 (Draft)	R	Sortie Utilization Rate (Peacetime) Metric Type: J(P)	$\frac{\text{Sorties Flown}}{\text{Average Possessed Aircraft}}$	Sortie - A single mission by a single aircraft.	Metric Level: M Use as a planning figure to establish required aircraft levels based on planned sorties or to plan sorties based on possessed aircraft.	2
AFI 10-602 (Draft)	R	Sortie Utilization Rate (Wartime) Metric Type: J(P)	$\frac{\text{Sorties Flown}}{\text{Average Authorized Aircraft}}$	Sortie - A single mission by a single aircraft.	Metric Level: M Use as a planning figure to establish required aircraft levels based on planned sorties or to plan sorties based on authorized aircraft.	2

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7936-01 Report	R	Abort per 100 Flight Hours	$\frac{\text{Total Aborts}}{\text{Number of Flight Hours} + 100}$	Abort - An abort is a sortie that ends prematurely and must be reaccomplished.	Indicates malfunctions of a system/subsystem on the aircraft.	
AFT 10-602 (Draft)	R	Combat Rate (CR) Metric Type: S	$\frac{\text{Number of Successful Sorties}}{\sum (\text{Scheduled Missions} - \text{Ground Aborts} - \text{Air Aborts})}$	Abort - An abort is a sortie that ends prematurely and must be reaccomplished. A ground abort occurs prior to takeoff; an air abort occurs after takeoff.	Metric Level: M Combat rate reflects the fact that scheduling and completing a specific aircraft mission is of greater value to the user than changing the aircraft's mission in flight due to equipment failure.	
USAF	R	Combined Abort Rate Metric Type: I(P)	$\frac{\text{Air Aborts} + \text{Ground Aborts} \times 100}{\text{Sorties} + \text{Ground Flown} + \text{Air Aborts}}$	Abort - An abort is a sortie that ends prematurely and must be re-accomplished. A ground abort occurs prior to takeoff; an air abort occurs after takeoff.	Metric Level: M This indicator can be used as a reliability indicator and as a measure of rework. The magnitude of this indicator can affect the TNMCM and TNMCS rates and in turn affect the MC rates. While flying schedules are built expecting some aborts to occur, when the actual number exceeds the planned, the reaccomplishment of the lost sorties must be rescheduled.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
USAF	R	Air Abort Rate Metric Type: J(P)	$\frac{\text{Air Aborts}}{\text{Sorties Flown}} \times 100$	Abort - An abort is a sortie that ends prematurely and must be re-accomplished. An air abort occurs after takeoff.	This indicator can be used as a reliability indicator and as a measure of rework. The magnitude of this indicator can affect the TNMCM and TNMCS rates and in turn affect the MC rates. While flying schedules are built expecting some aborts to occur, when the actual number exceeds the planned, the reaccomplishment of the lost sorties must be rescheduled.	Metric Level: M
USAF	R	Ground Abort Rate Metric Type: J(P)	$\frac{\text{Ground Aborts}}{\text{Sorties Flown} + \text{Ground Aborts}} \times 100$	Abort - An abort is a sortie that ends prematurely and must be re-accomplished. A ground abort occurs prior to takeoff.	This indicator can be used as a reliability indicator and as a measure of rework. The magnitude of this indicator can affect the TNMCM and TNMCS rates and in turn affect the MC rates. While flying schedules are built expecting some aborts to occur, when the actual number exceeds the planned, the reaccomplishment of the lost sorties must be rescheduled.	Metric Level: M

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TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	R S_m	Mean Time Between Failure (MTBF) Metric Type: J	<u>Total Functional Life</u> <u>Total Failures</u>	For a particular interval, the total functional life of a population divided by the total number of failures within the population during the measurement interval. The definition holds for time, rounds, miles, events, or other measures of life-units.	MTBF measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate.	
Navy LMDSS	R S_m	Reliability Index Metric Type: S	<u>Actual Reliability</u> <u>Planned Reliability</u>	Uses data from last provisioning as basis for comparison between planned reliability (MFHBF) and actual reliability (MFHBF).	Metric Level: M	
AFI 10-602 (Draft)	R	Mean Time Between Critical Failure (MTBCF)	<u>Number of Operating Hours</u> <u>Number of Critical Failures</u>	Critical Failure - A failure mode that renders the equipment item listed in the MESL as failed, i.e., it is inoperable or operates outside its specified range of performance.	Metric Level: M A measure of mission reliability.	4
DoD 3235.1-H	R	Mean Time Between Operational Mission Failures (MTBOMF)	<u>Total Operating Time</u> <u>Total OMF Failure</u>	OMF - Operational Mission Failure	Metric Level: M MTBOMF indicates mission reliability, i.e., that the system will perform mission essential functions for a period of time under conditions stated in the mission profile.	5

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Mean Time Between Maintenance Actions (MTBMA)	$\frac{1}{[MTBF + MTBM(i) + MTBM(nd) + MTBPM]}$	MTBF - Mean Time Between Failure(s) MTBM(i) - Mean Time Between Maintenance (Induced) MTBM(nd) - Mean Time Between Maintenance (No Detect) MTBPM - Mean Time Between Preventive Maintenance	MTBMA measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate.	6
14				Total Operating Time Total Incidents Requiring Unscheduled Maintenance	OMF - Operational Mission Failure	Metric Level: M
DoD 3235.1-H	S_{mR}	Mean Time Between Unscheduled Maintenance (MTBUM)			MTBUMA - Mean Time Between Unscheduled Maintenance Actions	Logistical support frequency. Used in availability calculations and in statistically-oriented maintenance analyses.
DoD 3235.1-H	S_m	Mean Time Between Unscheduled Maintenance Actions (MTBUMA)		Total Operating Time Total Number of Incidents Requiring Unscheduled Maintenance	Metric Type: J(T)	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFI 10-602 (Draft)	S_m	Mean Time Between Maintenance (MTBM)	$\frac{\text{Life Units}}{\text{Maintenance Actions}}$	Maintenance Actions - Scheduled or Unscheduled	MTBM measures the average life units between scheduled or unscheduled maintenance events (as defined by the operational command).	7
MIL-STD-1388-2B	S_m	Failure Rate	$\frac{\text{Total Failures}}{\text{Total Functional Life}}$	For a particular interval, the total number of failures within a population divided by the total functional life of the population during the measurement interval. The definition holds for time, rounds, miles, events, cycles, or other measures of life units.	Metric Level: M Indicates the reliability of the item.	
AFI 10-602 (Draft)	S_m	Break Rate	$\frac{\text{Total Breaks (Code 3) x 100}}{\text{Total Sorties Flown}}$	Code 3 - An equipment malfunction that renders the aircraft Not Mission Capable.	Break rate measures the percent of sorties an aircraft will return from an assigned mission with one or more previously working systems or subsystems on the MESL inoperable.	

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Mean Time to Repair (MTTR) Metric Type: J	$\frac{\text{Sum of Corrective Maintenance Time}}{\text{Total Number of Failures}}$	Corrective Maintenance - All actions performed, as a result of an actual or suspected failure, to restore an item to a specified condition.	Measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate.	
DoD 3235.1-H	S_m	Mean Time to Repair (MTTR) Metric Type: JT	$\frac{\text{Sum of Corrective Maintenance Time}}{\text{Total Number of Failures}}$	MTTR - Mean Time to Repair	Metric Level: M Commonly used as an equipment measure but can be applied to each maintenance level individually. MTTR considers active corrective maintenance time only.	
AFI 10-602 (Draft)	S_m	Mean Repair Time (MRT) Metric Type: S	$\frac{\text{Total Corrective Maintenance Time}}{\text{Total Maintenance Events}}$	Corrective Maintenance - All actions performed, as a result of an actual or suspected failure, to restore an item to a specified condition.	Metric Level: M Measures the average on or off equipment corrective maintenance time in an operational environment.	8

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DoD 3235.1-H	S_m	Mean Corrective Maintenance Time for Operational Mission Failures (MCMTOMF)	$\frac{TCT}{\text{Total OMF}}$	TCT - Total clock hours to restore systems to mission capability status OMF - Operational Mission Failure	A measure of maintainability, i.e., time to repair operational maintenance failures. Metric Level: M	
DoD 3235.1-H	S_m	Maximum Corrective Maintenance Time for Operational Mission Failures (MAXCMTOMF)	Metric Type: J(T)	That time below which a specified percentage of corrective maintenance tasks must be completed to restore system to operation after mission failure.	A measure of maintainability. Metric Level: M	9
DoD 3235.1-H	S_m	Maximum Corrective Maintenance Time (MAXCMT)	Metric Type: J(T)	That time below which a specified percentage of all corrective maintenance tasks must be completed.	A measure of maintainability. Metric Level: M	10
DoD 3235.1-H	S_m	Maximum Time to Repair (MMAXC)	Metric Type: J(T)	Maximum corrective maintenance downtime within which either 90 or 95% (as specified) of all corrective maintenance actions can be accomplished.	MMAXC - Maximum Time to Repair	Useful in those special cases in which there is a tolerable downtime for the system. Ideally, we would like to be able to state an absolute maximum, but this is impractical because there will inevitably be failures that require exceptionally long repair times. Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Man-Hours Per Operating Hour Scheduled (MHPOHS) Metric Type: J	Total PM Man-Hours Total Operating Hours	PM - Preventive Maintenance	MHPOHS shows the ratio of maintenance man-hours expended to the operating interval (as defined by the measurement base) of the system equipment.	
MIL-STD-1388-2B	S_m	Man-Hours Per Operating Hour Unscheduled (MHPOHU) Metric Type: J	Total CM Man-Hours Total Operating Hours	CM - Corrective Maintenance Corrective Maintenance - All actions performed, as a result of an actual or suspected failure, to restore an item to a specified condition.	MHPOHU shows the ratio of maintenance man-hours expended to the operating interval (as defined by the measurement base) of the system equipment.	
AFI 10-602 (Draft)	S_m	Maintenance Man-Hours Per Life Units (MMH/LU) Metric Type: S	Total Maintenance Man-Hours Total Life Units	Maintenance Man-Hours can be corrective, product improvement, preventive or general support or a total of all categories.	MMH/LU is used to measure the average man-hours per life unit needed to maintain a system.	
AFI 10-602 (Draft)	S_m	Essential System Repair Time per Flight Hour (ESRT/FH) Metric Type: S	Elapsed PM + Elapsed CM Flight Hours PM - Preventive Maintenance Hours	CM - Corrective Maintenance Hours Use ESRT/FH to measure comparison of elapsed clock time needed to repair mission essential equipment compared to operating time measured in flying hours.		Metric Level: M

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TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Mean Active Maintenance Downtime (MAMDT) Metric Type: J	$\frac{MTTR \times NC + MTPM \times ND}{NC + NP}$	MTTR - Mean Time to Repair NC - Corrective Maintenance Actions NP - Preventive Maintenance Actions	MAMDT measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate.	MAMDT measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate.
AFI 10-602 (Draft)	S_m	Mean Downtime (MDT) Metric Type: S	$\frac{\text{Total Downtime}}{\text{Total System Failure}}$	Downtime is the elapsed time between loss of MC status and restoration of the system to MC status.	Metric Level: M	MDT measures the average elapsed time between loss of MC status and restoration of the system to MC status.

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TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
MIL-STD-1388-2B	S_m	Mean Time Between Removals (MTBR) Metric Type: J	$\frac{AOR \times CONFAC}{\sum_{i=1}^n TFI}$	AOR - Annual Operating Requirement CONFAC - Conversion Factor for the LCN/ALC item under analysis (LCN - LSA Control Number)	MTBMA measures both the technical and operational characteristics. Technical parameters reflect the technical reliability that the system must demonstrate. Operational parameters reflect operational reliability and maintainability characteristics that the system must demonstrate.	6
MIL-STD-1388-2B	S_m	Maintenance Replacement Rate (MRRR) Metric Type: J	$\frac{n}{\sum_{i=1}^n TFI} \times \text{Quantity Per Task}$	n - Total Maintenance Actions i - Applicable Maintenance Action	TFI - Task Frequency of the "I" applicable maintenance action (ALC - Alternate LSA Control Number)	Metric Level: M
DoD 3235.1-H	S_m	Direct Maintenance Man-Hours per Flight Hour Metric Type: J(T)	$\frac{\text{Total DMMH}}{\text{Total FH}}$	DMMH - Direct Maintenance Man-Hours FH - Flight Hour	DMMH - Direct Maintenance Man-Hours FH - Flight Hour	Maintainability measure of the systems. Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7094-02	S_m	Total Direct Maintenance Man-Hours per Flight Hour	$\frac{\text{Total DMMH}}{\text{Total FH}}$	DMMH - Direct Maintenance Man-Hours FH - Flight Hour	Total DMMH/FH shows high direct maintenance man-hour consumers as related to the organization and AIMD.	13
DoD 3235.1-H	S_m	Mean Corrective Maintenance Time (MCMT)	$\frac{\text{TCMT}}{\text{Total CM Incidents}}$	TCMT - Total Number of Corrective Maintenance Clock Hours CM Incidents - Total number of incidents requiring corrective maintenance	Metric Level: M A measure of maintainability.	
DoD 3235.1-H	S_m	Maintenance Ratio (MR)	$\frac{\text{Total MMH}}{\text{Total OH}}$	MMH - Maintenance Man-Hours OH - Operating Hours	Metric Level: M A measure of maintainability, i.e., an indication of the maintenance burden associated with the system.	14
DoD 3235.1-H	S_m	Metric Type: J(T)			Metric Level: M A measure of maintainability; the percent of correct detection given that a fault has occurred.	
DoD 3235.1-H	S_m	Percent of Correct Detection (PCD)	$\frac{\text{Total CD}}{\text{Total CF}}$	PCD - Percent of Correct Detection given that a fault has occurred CD - Correct Detections	Metric Level: M Used to compare the percent of fault detections and fault isolations.	
DoD 3235.1-H	S_m	Metric Type: J(T)		CF - Confirmed Faults	Metric Level: M Fault - Immediate cause of failure (e.g., maladjustment, misalignment, defect, etc.).	
				Number of Correct Detections Total Number of Confirmed Faults		Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DoD 32235.1-H	S_m	Mean Time To Fault Locate (MTTFL) Metric Type: I(T)	$\frac{\text{Total Time to Locate Fault}}{\text{Total CF}}$	CF - Confirmed Faults	MTTFL is a measure of maintainability (troubleshooting techniques).	
NAMSO A7094-02	S_m	Average Days Turn Around Time Metric Type: S	$\frac{\text{Date Completed} - \text{Date Removed}}{\text{Total IP}}$	IP - Items Processed TAT - Turn Around Time	Metric Level: M Average Days TAT provides summary information on AIMD repair actions, support actions and repairable item turnaround time to highlight areas requiring additional investigation or corrective action, and measurement of the IMA productivity.	
NAMSO A7094-02	S_m	Average Days Processing Metric Type: S	$\frac{\text{Total Days "O" to "I"}}{\text{Total IP}}$	Total Days "O" to "I" O Level - Organizational Maintenance Level I Level - Intermediate Maintenance Level	Total Days "O" to "I" - Number of days from the date removed "O" level to the date received "I" level. Metric Level: M Subset measure of Average Days TAT.	
NAMSO A7094-02	S_m	Average Days Scheduled Metric Type: S	$\frac{\text{Date In-Work} - \text{Date Received}}{\text{Total IP}}$	IP - Items Processed Date In-Work - Date In Work at AIMD	IP - Items Processed AIMD - Aircraft Intermediate Maintenance Department Subset measure of Average Days TAT.	

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7094-02	S _m	Average Days In Repair	Completion Date - Date In Work Total IP	Date In-Work - Date In Work at AIMD Completion Date - Completion Date by AIMD	Subset measure of Average Days TAT. Metric Level: M	
NAMSO A7094-02	S _m	Metric Type: S		IP - Items Processed		
AFI 10-602 (Draft)	S _m	Average Days Awaiting Parts	Days AWP Total IP (with documented AWP time)	AIMD - Aircraft Intermediate Maintenance Department AWP - Awaiting Parts IP - Items Processed	Subset measure of Average Days TAT. Metric Level: M	
		Metric Type: S	Number of Aircraft Repaired in Time Standard x 100 Total number of broke aircraft	Time Standard = 4, 8, or 12 hours	The Fix Rate indicator is used as a measurement of equipment maintainability. For the mission of fighter aircraft, the 8-hour Fix Rate is appropriate with the 4-hour Fix Rate, a local management tool used to measure their progress toward their 8-hour Fix Rate goal. For the other aircraft, their respective missions dictate a 12-hour Fix Rate measurement.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
USAF	S _m	Percent Base Repair Metric Type: S	Total RTS Unit XD & XF x 100 Total Units RTS+NRTS+Cond	XD & XF - Recoverable Items RTS- Reparable This Station NRTS - Not Reparable This Station	Measure indicating percentage of items that can be repaired at base level, reducing pipeline.	
USAF	S _m	Average Repair Day Metric Type: S	Total RTS RCT XD & XF x 100 Total RTS Units (XD & XF)	Cond - Condemned XD & XF - Recoverable Items RTS - Reparable This Station	Avg time spent repairing each recoverable item.	
USAF	S _m	Repeat Rate Metric Type: S	Total Repeat Discrepancies _____ Total Pilot Reported Discrepancies	RCT - Repair Cycle Time	A repeat discrepancy occurs on the next sortie or attempted sortie after corrective action has been taken and the system or subsystem is used and indicates the same malfunction.	Metric Level: M
USAF	S _m	Recur Rate Metric Type: S	Total Recurring Discrepancies _____ Total Pilot Reported Discrepancies		A recurring discrepancy occurs on the second through the fourth sortie/attempted sortie that the system or subsystem is used and indicates the same malfunction.	This indicator is primarily a measurement of equipment maintainability. The more complex the weapon system and the greater the ops tempo, the more susceptible a unit is to recurring discrepancies.
USAF	S _m					Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
USAF	S_m	Repeat/Recur Rate Metric Type: S	Repeat Rate + Recur Rate	Sum of Repeat Rate and Recur Rate	This indicator is primarily a measurement of equipment maintainability. The more complex the weapon system and the greater the ops tempo, the more susceptible a unit is to repeat or recurring discrepancies.	
NAMSO A7094-02	S_m	Percent Items Repaired Metric Type: S	Total Items (AT Code A, B, C, Z) Total Repairables	Code A - Code B - Code C - Code Z	Metric Level: M Subset measure of Average Days TAT.	
NAMSO A7094-02	S_m	Percent Items Beyond Capability of Maintenance Metric Type: S	Total BCM Items Total IP	BCM - Beyond Capability of Maintenance at Code 1 through 9 IP - Items Processed	Metric Level: M Subset measure of Average Days TAT.	
NAMSO A7094-02	S_m	Intermediate Level Direct Maintenance Man-Hours per Flight Hour Metric Type: J(P)	Intermediate DMMH Total FH	AIMD - Aircraft Intermediate Maintenance Department ML - Maintenance Level	Metric Level: M Total DMMH/FH shows high direct maintenance man-hour consumers as related to the organization and AIMD.	13

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7094-02	S _m	Organizational Maintenance Action Forms Direct Maintenance Man-Hours per Flight Hour Metric Type: S	<u>Documented ML1 DMMH</u> Total FH	AIMD - Aircraft Intermediate Maintenance Department ML - Maintenance Level DMMH - Direct Maintenance Man-Hours Metric Level: M	Total DMMH/FH shows high direct maintenance man-hour consumers as related to the organization and AIMD.	13
NAMSO A7094-02	S _m	Organizational Unscheduled Maintenance Action Forms Direct Maintenance Man-Hours per Flight Hour Metric Type: S	<u>Unscheduled ML1 DMMH</u> Total FH	AIMD - Aircraft Intermediate Maintenance Department ML - Maintenance Level DMMI - Direct Maintenance Man-Hours Metric Level: M	Total DMMH/FH shows high direct maintenance man-hour consumers as related to the organization and AIMD.	13
USAF	S _m	Defects per Aircraft Metric Type: S	Total Critical and/or Major Defects Reported Total Aircraft Produced	Critical Defect - (See glossary of terms) Major Defect - (See glossary of terms)	This measure gauges the performance of the depot as it pertains to the production of quality aircraft.	
JPMG	S _m	Schedule Conformance Metric Type: J	Aircraft Completed On Time Aircraft Scheduled for Completion	Completions - The date when a product is physically completed. On Time - A production unit is "on time" when it is completed at the time promised.	This measures the ability of the depot to provide a product or service to the customer when promised.	15

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
JPMG	S_m	Process Days Metric Type: J	Date Completed - Date Inducted	Date Completed - The actual date that the item is ready for delivery to the customer. Date Inducted - The actual date the item was received at a repair facility.	This measures the ability of the depot manager to reduce the amount of time that an item spends in process at the depot.	Metric Level: D
NAMSO A7936-01 Report	S_s	Cannibalizations per 100 Flight Hours Metric Type: J(P)	$\frac{\text{Cannibalizations (TC} = 1, \text{AT} = T)}{\text{Number of Flight Hours}} \times 100$	TC - Transaction Code 1. Removal and replacement for cannibalization. AT - Action Taken Code T. Removed and replaced for cannibalization.	Indicates the health posture of the supply department or to support mission requirements.	16
AFM 67-1	S_s	CANN Rate Metric Type: J(P)	$\frac{\text{Cannibalizations (Code 4 + Code 8)}}{\text{Sorties Flown}} \times 100$	Code 4 - A cannibalization that precludes a MICAP condition. Code 8 - A cannibalization that satisfies a MICAP condition.	Measures the ability of the supply system to meet operational requirements.	16 17
DoD 4140.1	S_s	Order Ship Time Metric Type: J	The elapsed time in days, based on the document number date to the receipt document date.	OSI - Order Ship Time	Measures the time required to place an order and receive a replacement for an item that cannot be returned to a ready for issue condition by the activity.	Metric Level: M
DoD 4000.25-3M Feb 90 MILSTEP	S_s	Backorders Metric Type: J	Count of requisitions with material obligations outstanding at the end of a period.	The total count of requisitions which is not immediately available for issue to the requisitioner and will be recorded as a commitment for future issue of stocked items.	The count of requisitions with material obligations outstanding at the end of the period.	Metric Level: M

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TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DoD 4000.25-3M Feb 90 MILSTEP	S_s	Average Backorder Age Metric Type: J	Total Backorder Days Number of Backorders	MOE - Material Obligation Established	The aging of the MOE figured from the date received at the supply source of the supplying service until the requisition is filled.	
DoD 4140.1-R	S_s	ICP Availability Determination Segment Metric Type: J	Time in days from date requisition is received by ultimate supply source to date material release order is transmitted to storage site/depot.	ICP Availability Determination	Metric Level: M Measures ICP requisition processing time.	
DoD 4140.1	S_s	Demand Metric Type: J	Net demands (count of requisitions received minus deductions)		An indication of a requirement for issue of serviceable material.	
DoD 4000.25-3M Feb 90 MILSTEP	S_s	Supply Availability Metric Type: J	$100 - \frac{MOE}{Due DMPs}$	MOE - Material Obligation Established. The number of demands processed during a given period (month) which were placed on materiel obligation either for the total or a partial quantity.	Metric Level: M Stock availability is the percent that represents the first pass fill rate for due demands.	
DoD 4140.1	S_s	Depot Maintenance Turnaround Time Metric Type: J		DMP - Demands Processed. The number of total demands processed during a given period (month), regardless of when received, which should have been filled.	In STRAT expresses repair cycle pipeline dollars as days or RTAT.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAVSUP INST 4440.47J	S _s	"G" Condition Units Metric Type: S	Number of repairable items in AWP status at the Depot.	Condition code "G" items "M" to "G" to "M" AWP - Awaiting parts	Measures the number of repairable (recover- able) units that are un- available due to lack of parts at the Depot.	
NAVSUP INST 4440.47J	S _s	"G" Condition Drivers Metric Type: S	Counts or requisitions causing AWP status for repairable units at the Depot.	Condition code "G" items "M" to "G" to "M" AWP - Awaiting parts	Identifies primary items causing delay in repair schedules at the Depot.	
DoD 4140.1	S _s	Production Lead-time Metric Type: J	Time interval between the letting of a contract or placing of an order, and receipt into the supply system of material purchased.	Time from contract award until receipt of material expressed in quarters.	Metric Level: M	
DoD 4140.1	S _s	Administrative Lead- time Metric Type: J	The time interval between identification of a need to buy and the letting of a contract or placing of an order.		Metric Level: M	Time from initiation of a procurement action until time of award ex- pressed in quarters.
DoD 4140.1	S _s	Acquisition Lead- time Metric Type: J	The sum of the administrative lead time and the production lead time.		Metric Level: M	Indicator of total time required to acquire an item.
NAVSUP Pub 522	S _s	AVCAL Net Effec- tiveness Metric Type: S	Stocked Item Demands Available For Issue _____ Stocked Item Demands Carried x 100	AVCAL - Aviation Consolidated Allowance List	Metric Level: M	A measure of afloat effectiveness (AVCAL depth).

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAVSUP Pub 522	S _s	AVCAL Gross Effectiveness Metric Type: S	Demands Available For Issue $\times 100$ Demands	AVCAL - Aviation Consolidated Allowance List [†]	A measure of all-out effectiveness (AVCAL range).	
AFM 67-1	S _s	Stockage Effectiveness Metric Type: S	$\frac{\text{EOQ Line Items Issued} \times 100}{\text{EOQ L/I Issued} + \text{EOQ L/I B/O} - \text{EOQ L/I B/O 4W}}$	EOQ - Economic Order Quantity L/I - Line Items B/O - Back Ordered	Metric Level: M Measures the ability of the supply system to estimate the EOQ item demands.	
AFM 67-1	S _s	Recoverable Item Stockage Effectiveness (XD and XF items) Metric Type: S	$\frac{\text{RCV Line Items Issued} \times 100}{\text{RCV L/I Issued} + \text{RCV L/I B/O} - \text{RCV L/I 4W}}$	4W - Non-Recurring Demands RCV - Recoverable Item L/I - Line Item B/O - Back Order	Metric Level: M Measures the ability of the supply system to estimate the Recoverable item demands.	
CIS NAVSUP PUB 285	S _s	Activity POE Availability Metric Type: S	POE Issues Included $\times 100$ POE Material Request Included	4W - Non-Recurring Demands POE - Point of Entry	Metric Level: M Measures the percentage of initial entry demand requests placed by customers on stock points, which were available for immediate issue of all or part of the total quantity requested.	
AFM 67-1	S _s	Issue Effectiveness Metric Type: S	$\frac{\text{EOQ Line Items Issued} \times 100}{\text{EOQ L/I Issued} + \text{EOQ L/I Backordered}}$	EOQ - Economic Order Quantity L/I - Line Items	Metric Level: M Measure of ability of supply system to satisfy EOQ requisitions.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFM 67-1	S _s	MICAP Average Hour per Incident Metric Type: S	Total Number of MICAP Hours Total Number of MICAP Incidents	MICAP - Mission Capable (A MICAP is a grounding condition, caused by the failure of a sub- system. MICAP is related to NMCS.)	Measures responsive- ness of maintenance and supply systems to satisfy MICAP condition.	
AFM 67-1	S _s	Recoverable Item Issue Effectiveness (JD and XF Items) Metric Type: S	$\frac{\text{RCV Items Issued}}{\text{RCV L/I Issued} + \text{RCV L/I B/O}}$	RCV - Recoverable Item L/I - Line Item B/O - Back Order	Measure of ability of supply system to satisfy recoverable item requisitions.	22
AFM 67-1	S _s	"Top Five" MICAPS Metric Type: S	Track items which contribute to the most MICAP hours per month.	MICAP - Mission Capability	Measures systemic issues which contribute to reduced MC Rates.	
CIS NAVSUP PUB 285	S _s	Issue Processing Metric Type: S	Line Items Issued and Shipped on Time $\times 100$ Line Items Issued and Shipped		Metric Level: M	23
CIS NAVSUP PUB 285	S _s	Receipt Processing Metric Type: S	Percentage of receipts completed within 7 days	MTIS - Material Turned Into Stores	Measures receipt processing time for regular MTIS and NRFI reparable receipts over two segments. The first concludes at posting and the second concludes at proof.	24

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
AFM 67-1	S _s	Inventory Accuracy Overall	<u>ALL INV - ADJ</u> RPC RCD BAL + EOQ RCD BAL	ALL INV - Overall Inventory Level ADJ - Adjustments to Inventory RPC RCD BAL - Repair Cycle Record Balance	Measures ability of supply system to maintain accurate records of stock on hand. Contributions to improved MC rates.	
DOD 4000.25-2-M May 87	S _s	Inventory Accuracy RPC	<u>RPC INV ADJ x 100</u> RPC RCD BAL	EOQ RCD BAL -Economic Order Quantity Record Balance RPC INV ADJ - Repair Cycle Inventory Adjustments RPC RCD BAL -Repair Cycle Record Balance	Metric Level: M Indicates inventory of Repair Cycle inventory.	
AFM 67-1	S _s	Inventory Accuracy RPC	<u>RPC INV ADJ x 100</u> RPC RCD BAL	RPC INV ADJ - Repair Cycle Inventory Adjustments RPC RCD BAL - Repair Cycle Record Balance	Metric Level: M Indicates inventory of EOQ inventory.	
DOD 4000.25-2-M May 87	S _s	Inventory Accuracy EOQ	<u>EOQ INV ADJ x 100</u> EOQ RCD BAL	EOQ INV ADJ - Economic Order Quantity Inventory Adjustments EOQ RCD BAL - Economic Order Quantity Record Balance	Metric Level: M Indicates inventory of EOQ inventory.	
USAF	S _s	Inventory Accuracy EOQ	<u>EOQ INV ADJ x 100</u> EOQ RCD BAL	EOQ INV ADJ - Economic Order Quantity Inventory Adjustments EOQ RCD BAL - Economic Order Quantity Record Balance	Indicates inventory of EOQ inventory.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DOD 4000.25-2-M May 87	S _s	Warehouse Refusals Metric Type: J	$\frac{\text{Refusals}}{\text{Refusals} + \text{Issues}} \times 100$	Warehouse Refusal - A notification from a distribution activity advising the originator of an A5 (MRO) or A4 (referral order) failure to ship all or part of the quantity originally directed for shipment.	The warehouse refusal rate measures the percent of issues not able to be completed because the warehouse location and/or quantity are not in agreement with the stock records.	25
CIS NAVSUP PUB 285	S _s	Warehouse Refusals Metric Type: S	$\frac{\text{Refusals}}{\text{Refusals} + \text{Issues}} \times 100$	Warehouse Refusal - A notification from a distribution activity advising the originator of an A5 (MRO) or A4 (referral order) failure to ship all or part of the quantity originally directed for shipment.	The warehouse refusal rate measures the percent of issues not able to be completed because the warehouse location and/or quantity are not in agreement with the stock records.	25
AFM 67-1	S _s	Warehouse Refusals Metric Type: S	$\frac{\text{Warehouse Refusals} \times 100}{\text{ALL ISU} + \text{DCRS} + \text{SHPS}}$	ALL ISU - Overall Issues DORS - Backorders SHPS - Shipments	The warehouse refusal rate measures the percent of issues not able to be completed because the warehouse location and/or quantity are not in agreement with the stock records.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DoD 4140.1	S _s	Customer Wait Time Metric Type: S	$\frac{\sum \text{ (Customer Receipt Date - Requisition Generation Date)}}{\text{Total Requisitions}}$	The mean average time, in days, required to satisfy customer demands, whether or not the demand was for a stocked or non-stocked item.		
CIS NAVSUP INST 5220.1	S _s	Bounceback Rate Metric Type: S	$\frac{\text{Referrals - Returned}}{\text{Referrals}} \times 100$	Metric Level: M Percentage of referral requisitions which are returned for action to the ICP.		
DOD 4000.23	S _s	Availability Delay Metric Type: S	$\frac{\text{Material Obligations Outstanding}}{\text{Average Daily Material Obligations Est}} \times 100$	Metric Level: M A measure of delay in the wholesale supply system.		
DOD 4000.23	S _s	Availability Delay for Delayed Requisitions Metric Type: S	$\frac{\text{Material Obligations Outstanding}}{\text{Average Daily Material Obligations Est}} \times 100$	Metric Level: M A measure of delay for backordered requisitions.		
NAVCOMPT 2154 FIR	S _s	Incoming Shipments, Gains and Losses Metric Type: S	Oversages and Shortages on receipt	FIR - Financial Inventory Report	Inventory accuracy.	Metric Level: M
NAVCOMPT 2154 FIR	S _s	Gross Financial Adjustments Metric Type: S	Value of Stock Records $\frac{-\text{FIR Value}}{\text{Value of Line Items Inventoried}} \times 100$	FIR - Financial Inventory Report	Inventory accuracy.	Metric Level: M
NAVSUP LTR 28 Nov 79	S _s	Transportation Hold Time Metric Type: S	$\frac{\text{Date Shipped - Date Packed}}{\text{Land and Air Cargo Requisitions}} \times 100$	Land and Air Cargo requisitions meeting NAVSUP hold time standards.	A measure of supply system delay.	Metric Level: M

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAVSUP Pub 285	S _s	MTIS Backlog Metric Type: S	MTIS Items Awaiting Processing x 100 Current 12-Month Avg Daily Completions	MTIS - Material Turned Into Stores	A measure of supply system delay.	
NAVSUP INST 4453.2B	S _s	Locator Survey Accuracy	$\frac{\sum \text{Location Discrepancies}}{\sum \text{Locations Surveyed}} \times 100$	Source - Location Survey Report	A measure of inventory accuracy.	
NAVSUP INST 4200.63B	S _s	Procurement Administrative Lead Time	Date of Award - Date of Request	PALT - Procurement Administrative Lead Time	A measure of procurement performance.	
NAVSUP CIS	S _s	Competitive Awards	$\frac{\text{Competitive Awards} (\$)}{\text{Total Awards} (\$)} \times 100$		Metric Level: M A measure of procurement performance in the price area.	
DOD INST 4140.35	S _s	Gross Adjustment Rate	Inventory Gains or Losses (\$) Line Items Inventoried (\$)		Metric Level: M A measure of inventory accuracy.	
NAVSUP CIS NAVCOMPT Form 2033/2034	S _s	Material in Transit (MIT) Metric Type: S	$\frac{\text{Gross Value MIT} (\$)}{\text{Average Receipts Posted} (\$)}$	MIT - Material in Transit	Metric Level: M Ensures matching of material receipts to billing is performed in a timely manner.	
NAVSUP CIS NAVCOMPT Form 2033/2034	S _s	Stock in Transit (SIT) Metric Type: S	Age of outstanding dollar value of unmatched SIT issues and receipts	SIT - Stock in Transit (refers to transfers of inventory between stockpoints)	Metric Level: M Ensures SIT issues and receipts are matched in a timely manner.	

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAVSUP CIS NAVCOMPT Form 2033/2034	S _s	Other Supply Officer (OSO) Metric Type: S	Age and dollar values of unmatched OSO issues and receipts	OSO - Other Supply Officer transfers	Ensures OSO issues and receipts are matched in a timely manner.	
NAVSUP CIS NAVCOMPT Form 2033/2034	S _s	Unreconciled Balance (URB) Metric Type: S	Number and age of URBs	URB - Unreconciled Balance. Created when stockpoint MSIR stock balances and ILP MDF stock balances are not in agreement.	Ensures that stockpoint and ILP stock balances are kept in agreement in a timely manner.	
NAMSO A7094-02	S _s	Turnaround Time Less Awaiting Parts Metric Type: S	(Date Completed - Date Removed) - Days AWP Total IP	AWP - Awaiting Parts TAT - Turn Around Time IP - Items Processed	Average Days TAT provides summary information on AIMD repair actions, support actions and repairable item turnaround time to highlight areas requiring additional investigation or corrective action, and measurement of the IMA productivity.	
NAMSO A7094-02	S _s	Number of Items Awaiting Parts Metric Type: S	Number of Items Processed where one or more periods of AWP time were reported.	AWP - Awaiting Parts	Metric Level: M Subset measure of Average Days TAT.	
NAMSO A7094-02	S _s	Percent No Defect Items Code A799 Metric Type: S	IP (Mal Code A799) Total IP	IP - Items Processed Mal Code A799 - No defect	Metric Level: M Subset measure of Average Days TAT.	

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
NAMSO A7094-02	S _s	A799 Days Turn-Around Time	Completion Date (A799 Items) - Date Removed (A799 Items) Total IP	IP - Items Processed Mal Code A799 - No defect	Subset measure of Average Days TAT. Metric Level: M	
USAF	A	Metric Type: S Cost per Flying Hour	Gross Obligations Actual Flying Hours			26
JPMG	A	Metric Type: S Capital Investment Effectiveness	Throughput Long Term Inventory	Throughput - The rate at which the system generates money through sales.	This measure looks at investment in equipment and facilities and its effect upon depot throughput.	15
JPMG	A	Metric Type: J		Long Term Inventory - The total depreciated value of all capital assets, excluding land, used by the depot maintenance activity.	Metric Level: D	
JPMG	A	Net Operating Results	Actual Revenue Actual Cost Budgeted Revenue Budgeted Cost	Actual Revenue - The realized result from the sale of a product or service. Actual Cost - Costs actually incurred for labor, material, and other costs.	This measure gauges the ability of the depot manager to arrive at a sound plan and adhere to that plan.	15
		Metric Type: J		Budgeted Revenue - The anticipated result from the sale of a product or service.	Metric Level: D	
				Budgeted Cost - The forecasted cost of producing a given quantity and mix of products as contained in or derived from the applicable budget document.		

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
JPMG	A	Labor Hour Cost Metric Type: J	$\frac{\text{Actual Cost}}{\text{Actual DLH}}$ $\frac{\text{Budgeted Cost}}{\text{Budgeted DLH}}$	Actual Cost - Costs actually incurred for labor, material, and other costs. Actual DLH - Direct Labor Hours expended on the basis of work authorization documents	This measure gauges the ability of the depot manager to arrive at a sound plan and adhere to that plan. Metric Level: D	15
JPMG	A	Throughput Metric Type: J		Budgeted Cost - The forecasted cost of producing a given quantity and mix of products as contained in or derived from the applicable budget document. Budgeted DLH - The estimate of the total direct labor requirements for the period as contained in or derived from the applicable budget documents.	Revenue - The realized result from the sale of a product or service. Direct Material - Material specifically required for the performance of depot maintenance as specified by a work authorization document.	This measures the ability of the depot to expand operations. Metric Level: D
JPMG	A	Operating Expense Metric Type: J		Total Actual Cost - Direct Material	Total Actual Cost - Amounts determined on the basis of costs incurred as distinguished from forecasted costs.	This measures the ability of the depot manager to reduce the sources of cost at the depot. Metric Level: D

TABLE I. Measures of readiness, supportability, and affordability - Continued.

Source	R/S/A	Metric	Formula	Terms	Utility	Note
DA Pam 738-751	A	Total Man-Hours	Sum of all Man-hours recorded against a work order	AVIM - Aviation Intermediate Maintenance	Effectiveness of AVIM on a particular Maintenance Request	27
DA Pam 738-751	A	Repair Parts Cost	Army Master Data File Cost for Repair Parts	AVIM - Aviation Intermediate Maintenance	Indicates cost of AVIM Level of Repair Parts	27
DA Pam 738-751	A	Maintenance Cost	Repair Parts Cost + (Total Man-Hours × Cost/Man-Hour)	AVIM - Aviation Intermediate Maintenance	Provides cost for selected maintenance actions in specific AVIM units.	

NOTES:

1. Ao is either the total uptime divided by the uptime and downtime when operated in an operational scenario, or the number of systems that are ready divided by the number possessed.
2. Possession is the actual acceptance, operational use (utilization), or designation of responsibility for an aircraft.
3. AFR 65-110 is being rewritten as AFI 21-103.
4. A critical failure is a failure, or combination of failures, that prevents an item from performing a specified mission.
5. Total operating time is the driving time, flying time, or system-on time.
6. MTBMA is broken out into four categories: (1) MTBM Induced, (2) MTBM Inherent, (3) MTBM No Defect, and (4) MTBPM (Mean Time Between Preventive Maintenance).
7. Maintenance Event is one or more maintenance actions required to effect corrective and preventive maintenance due to any type of failure or malfunction, false alarm or scheduled maintenance plan.
8. MRT is the operational term and should not be confused or used synonymously with the contractual term of MTTR.
9. MCMTOMF is a measure of maintainability, i.e., time to repair operational maintenance failures.
10. MAXCMT is that time below which a specified percentage of all corrective maintenance tasks must be completed.
11. Life units is a measure of use duration applicable to the item (e.g., operating hours, cycles, distance, rounds fired, attempts to operate, etc.).
12. n = Number of HI function tasks for a given LCN/ALC combination (except D O/M levels). TI = Task Frequency. (Also see MRRII and MRR Mod reference MIL-STD-1388-2B, App E, pg 573.)
13. For DMMH/FH, the total flight hours (FH) are to be for a stated period of time, i.e., days, months, years.

14. The most common expression for Maintenance Ratio (MR) is maintenance man-hours per operating hour which is an indication of the maintenance burden associated with the system. If appropriate, other terms such as miles or rounds may be substituted for hours. Scheduled as well as corrective maintenance, in keeping with the user's maintenance requirements, are included without regard to their effect on mission or availability of the system.
15. Measure of depot performance. An aircraft is "on time" when it is completed at the time promised. For aircraft, this is the exact day that it was scheduled to be completed.
16. Robback, Controlled Substitution, Cannibalization, Selective Interchange are equivalent terms.
17. MICAP requirements which have been reported and requisitioned and subsequently satisfied through cannibalization action prior to receipt of the requisitioned item, are reported as "Code 8". MICAP which were satisfied through cannibalization without requisitioning action are reported as "Code 4". Cannibalizations which were accomplished to preclude the occurrence of a MICAP condition are reported as "Code 4".
18. Stocked Items. Items centrally managed (expense), procured, and distributed under the control of an ICP. Items covered by this report are acquisition advice codes (AAC) A, C, D, E, G, K, M, N, Q, R, S, V, and Z or stockage status code S.
19. Nonstocked items. Items centrally managed (investment) and procured but not stocked in the system controlled by an ICP. Activity for part-numbered items is also included in the report. Acquisition advice codes F, H, J, L, O, P, T, W, and Y or stockage status code N apply to this report. In addition, nonstocked items are those items for which local procurement has been authorized to the requisitioner for certain demands, but the requisitioner is unable to obtain the item(s) locally.
20. XD Item Stockage Effectiveness - This figure represents the fill rate for all items ordered against an aircraft that also have an established stock level in Base Supply. The data source is the Monthly Base Supply Management Listing (M-32).
21. Data source is NAVSUP Form 1144, Line 11.
22. XD Item Issue Effectiveness - This figure represents the fill rate for all items (whether stocked in Base Supply or not) ordered against an aircraft. The command goal for issue effectiveness is 70% or higher. The data source is the Monthly Base Supply Management Listing (M-32).
23. Data source is NAVSUP Form 1144, Lines 22, 23, 24 and 26.

24. Data source is NAVSUP Form 1144, Line 27.
25. Data source is NAVSUP Form 1144, Line 34.
26. Cost Elements included in Cost per Flying Hour:

Cost Element	EEIC	APPN
Other (TDY/Rent)	4xxxx	3400/3840
Other Contracts	5xxxx	
Other Supplies	6xxxx	
GSE/AGE		3010
Sustaining Engineering	583xx	3400
Software Maintenance	540xx	3400
Consumables		3400/3840
General System	60902 60502	
Depot Maintenance		3400
Engine	543xx	
Aircraft PDM	541xx	
Fuel	699xx	3400/3840
ICS/CLS	578xx - CLS CE 101005004	3400 or 3010
	CE 101205004	
DLRs	644xx	3400/3840
Mission Personnel	2xxxx - Mil 3xxxx - Civ 501xx - AFR	3500/3850 3400/3740/3840

27. Data is partial at best. Contractors are not required to provide input on their performance. Not all AVTM units participate. AVUM and DEPOT facilities do not report this data. Depot information should be tracked on a separate DESCOM information system. Transition to ULLS-A will officially relieve units of the obligation to report man-hour data, as this input has been classified.

APPENDIX A

GLOSSARY

DEPARTMENT OF DEFENSE

(Reference: DODI 3110.5)

FMC	Full Mission Capable. Equipment and systems shall be considered FMC when they are safe and have all mission-essential subsystems installed and operating as designated by a Military Service.
MC	Mission Capable. MC status data shall consist of the sum of FMC and PMC for purposes of reporting to OSD.
NMC	Not Mission Capable. NMC is a materiel condition indicating that systems and equipment are not capable of performing any of their assigned missions. Equipment with a single mission, such as ground launch missile systems, and Army and Marine Corps ground equipment, in a no-go condition are reported in this status. NMC shall be divided into the following categories:
NMCM	Not Mission Capable Maintenance. NMCM is a materiel condition indicating that systems and equipment are not capable of performing any of their assigned missions because of unit level maintenance requirements. Recording of NMCM time shall start for: (a) unscheduled maintenance, when a malfunction is discovered, or at mission completion, whichever is later, and (b) scheduled maintenance, when the determination is made that a system cannot be returned to mission capable status within 2 hours. Time stops when maintenance has been completed or is interrupted by work stoppage due to supply shortage. The period of work stoppage due to supply shall be measured as NMCS. NMCM shall resume when required supply items are delivered to the maintenance activity.
NMCS	Not Mission Capable Supply. NMCS is a materiel condition indicating that systems and equipment are not capable of performing any of their assigned missions because of maintenance work stoppage due to a supply shortage. Recording of NMCS time shall start when work stoppage results due to a supply shortage. Recording of NMCS time shall start when work stoppage results from lack of parts, and the NMCS requisition is not satisfied one hour after the demand is initiated and remains unsatisfied. For Army and Marine Corps ground equipment, when both NMCM time and NMCS time are encountered in the same day and the sum is more than 12 hours, the whole day is carried against the condition status with the most hours.

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PMC Partial Mission Capable. Systems and equipment shall be considered PMC when they are safely usable and can perform one or more but not all assigned missions because one or more of their mission-essential subsystems are inoperative for maintenance or supply reasons. This status code is not used for equipment with a single mission, such as ground launch missile systems and Army and Marine Corps ground equipment. The Military Services may further subdivide PMC into maintenance and supply categories.

(Reference: DOD 4000.25-3M, MILSTEP)

DMP Demands Processed. The number of total demands processed during the current month, regardless of when received, which should have been filled.

MOE Material Obligation Established. The number of current month demands processed which were placed on material obligation either for the total or a partial quantity.

Army Aviation and Troop Command

AVIM Aviation Intermediate Maintenance. High mobility, a forward orientation, and repair by replacement in division and corps.

AVUM Aviation Unit Maintenance. Quick turnaround based on discard of selected items; replacement and rapid evacuation of components; and minor repairs (check, adjust, clean, lubricate, tighten, etc.).

FMC Fully Mission Capable. Equipment and systems that are safe and have all mission essential subsystems installed and operating as designated by the U.S. Army. Equipment is fully mission capable when it can perform all of its combat missions without endangering the lives of crew or operators.

MC Mission Capable. The time that a piece of equipment or system is fully mission capable or partially mission capable. Data that consists of the sum of FMC and PMC for purposes of reporting to the office of the Secretary of Defense.

NMCM Not Mission Capable Maintenance. Equipment cannot perform its combat mission because of maintenance work underway or needed.

A. NMCM time starts when the equipment has an NMC fault and is under the control of an organizational or other maintenance activity. Do not count time spent on regularly scheduled maintenance services and inspections or minor repairs like painting and body work. Equipment is FMC when a unit is told the equipment is ready for pickup, even though it is still physically at support. Equipment is normally FMC on the day it is inspected and signed out on DA Form 2407, Block 26.

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	B. Count NMCM time until all work on the deficiencies is done and/or the lack of a needed part stops the work. When the lack of a part is the only reason the equipment cannot be made FMC, NMCS time starts.
	C. Unit NMCM time covers all time used at the unit level for NMC Maintenance. Unit NMCM includes time needed to deliver equipment and wait for acceptance of equipment sent to support maintenance. Unit NMCM ends upon completion of the support acceptance inspection.
	D. Support NMCM covers all time used at support for maintenance inspection, and awaiting shop delays on NMV faults. Normal scheduled services and inspections and minor repair work for other than an NMC fault do not count for DA Form 2406.
NMCS	<p>Not Mission Capable Supply. A materiel condition indicating equipment cannot perform its combat missions because of maintenance work stoppage due to a supply shortage.</p> <ul style="list-style-type: none"> A. A NMCS time starts when maintenance work cannot be done on an NMC fault because a needed part is not on hand. B. NMCS covers time spent waiting for repair parts, chassis, assemblies, subassemblies, and components. NMCS time also includes time waiting for delivery of direct exchange items when an exchange item is not available. C. Both NMCS and NMCM time can occur on an item or system on the same day. Count other entire day for the one with the most hours that day. Subsystem NMCS and NMCM or organization and support NMV days can overlap. When that happens, charge the whole day to the one that has existed the longest time. D. Unit NMCS covers the time equipment is in unit control and awaiting parts for an NMC fault. E. Support NMCS covers the time equipment is under support's control and is awaiting parts for an NMC fault.
PMC	Partially Mission Capable. Systems and equipment that are safely usable and can perform one or more, but not all primary missions because one or more of its required mission essential subsystems are inoperative for lack of maintenance (PMC-M) or supply (PMC-S).
Possessed Time	All equipment line item numbers (LINs) that are authorized on the TOE/MTOE/TDA, or on-hand any day during the report period and on the property book will be reported as possessed time.

APPENDIX A

Naval Air Systems Command

Ao	Operational Availability. Operational Availability is either the total uptime divided by the uptime and downtime when operated in an operational scenario, or the number of systems that are ready divided by the number possessed.
CIS	NAVSUP Corporate Information System.
DMMH/FH	Direct Maintenance Man-Hours Per Flight Hour. Total Flight Hours is for a stated period of time, i.e., days, months, years.
MAXCMT	Maximum Corrective Maintenance Time. That time below which a specified percentage of all corrective maintenance tasks must be completed.
MDD	Maintenance Due Date. Calendar due date an air launched missile or component is due for removal from service for test or maintenance.
MR	Maintenance Ratio. The most common expression for MR is Maintenance Man-Hours per Operating Hour which is an indication of the maintenance burden associated with the system. If appropriate, other terms such as miles or rounds may be substituted for hours. Scheduled as well as corrective maintenance, in keeping with the user's maintenance requirements, are included without regard to their effect on mission or availability of the system.
NAMSO	Naval Aviation Maintenance Support Office.
OTA	Operational Test Agency.
SIST	Serviceable-In-Service-Time. The period of time an air launched missile may remain in operational use or storage before its internal electronic or mechanical components require a test or maintenance action.
TOT	Total Operating Time. Driving time, flying time, or system-on time.

Air Force

Maintenance and Condition Status Codes

EIS	Equipment in Service. Number of hours in a reporting period, i.e., 744 hours in a 31-day month times number of aircraft.
FMC	Full Mission Capable. The aircraft is capable of performing all of its assigned missions.

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MESL	Minimum Essential Subsystems List. MESLs are the basis for aircraft capability status reporting. Their primary purpose is to identify the minimum essential systems and subsystems that must be operational in order to accomplish specifically assigned unit wartime, training, test or other missions. The MESL is the basis for the determination of Full Mission Capable (FMC), Partial Mission Capable (PMC) or Not Mission Capable (NMC).
NMC	Not Mission Capable. NMC is a grouping of all NMC statuses. The aircraft cannot perform any of its assigned missions.
NMCB	Not Mission Capable Both Maintenance and Supply. The aircraft cannot perform any of its assigned missions due to maintenance and supply actions, and is restricted from use.
NMCM	Not Mission Capable Maintenance. The aircraft cannot perform any of its assigned missions because of conditions attributed to maintenance only, and is restricted from use.
NMCS	Not Mission Capable Supply (Condition Code E). The aircraft cannot perform any of its assigned missions due to a lack of parts, and is restricted from use.
PAA	Primary Aircraft Authorization. Aircraft authorized to a unit for performance of its operational mission. The primary authorization forms the basis for the allocation of operating resources to include manpower, support equipment, and flying hour funds.
PMC	Partial Mission Capable. PMC is a grouping of all PMC statuses. The aircraft can perform at least one, but not all of its assigned missions.
PMCB	Partial Mission Capable Both Maintenance and Supply (Condition Status Code F). The aircraft can perform at least one, but not all of its assigned missions due to a lack of parts and uncompleted required maintenance actions.
PMCM	Partial Mission Capable Maintenance (Condition Status Code G). The aircraft can perform at least one, but not all of its assigned missions due to uncompleted required inspections or maintenance actions.
PMCS	Partial Mission Capable Supply (Condition Status Code H). The aircraft can perform at least one, but not all of its assigned missions due to a lack of parts.
TAI	Total Aircraft Inventory. The sum of the primary and backup aircraft assigned to meet the total aircraft authorization.

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- TNMCM Total Not Mission Capable Maintenance. This classification is the sum of NMCM and NMCB and reflects total NMC aircraft limitations due to maintenance.
- TNCMS Total Not Mission Capable Supply. This classification is the sum of NMCS and NMCB and reflects total NMC aircraft limitations due to lack of required parts.

OTHER TERMS

- Abort An abort is a sortie that ends prematurely and must be reaccomplished.
- CANN Cannibalization. The removal of a serviceable part from an aircraft or engine to replace an unserviceable part on another aircraft or engine.
- Critical Defect A defect that judgment and experience indicate would result in hazardous or unsafe conditions for individuals using, maintaining, or depending upon the product, or a defect that judgment and experience indicate is likely to prevent performance of the tactical function of a major end item such as a ship, aircraft, tank, missile, or space vehicle.
- JPMG Joint Performance Measurement Group. A group chartered by the Joint Policy Coordinating Group on Depot Maintenance to develop a common and comparable Performance Measurement System for the Service/DLA maintenance depots.
- Major Defect A defect, other than critical, that is likely to result in failure, or to reduce materially the usability of the unit of product for its intended use.
- SORTS Status of Resources and Training.

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APPENDIX B

REFERENCES

MILITARY STANDARDS

MIL-STD-1388-2B (Notice 1)	DOD Requirements for a Logistic Support Analysis Record	28 Mar 91 (21 Jan 93)
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DEPARTMENT OF DEFENSE PUBLICATIONS

DOD 3235.1-H	Test and Evaluation of System Reliability, Availability and Maintainability	Dec 89
DODI 3110.5	Material Condition Reporting for Mission-Essential Systems and Equipment	14 Sep 90
---	Depot Maintenance Operations Indicators Handbook	15 Jun 93

ARMY PUBLICATIONS

AR 700-138	Army Logistics Readiness and Sustainability	Jun 93
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NAVY PUBLICATIONS

LMDSS	Logistics Management Decision Support System (Navy AV-3M Data and Navy Inventory Control Point (ICP) Data)	
NAMSO A7094-02	AV-3M Data for NAVSEA Log Center Instruction 4790.1 (Catalog of Aviation 3-M Information Reports)	Jan 88
NAMSO A7936-01	AV-3M Data for NAVSEA Log Center Instruction 4790.1 (Catalog of Aviation 3-M Information Reports)	Jan 88
NAVSUP Pub 285	NAVSUP Management Handbook	6 Aug 92
NAVSUP INST 4440.47J	Stratification of Assets	6 Aug 84
OPNAVINST 4700.19E	Mission-Essential Materiel Readiness and Condition (MEMRAC) Report	14 Sep 80
OPNAVINST 5442.4M (Chg 1)	Aircraft Materiel Condition Definition, Mission-Essential Subsystems Matrices (MESMS) and Mission Descriptions	17 Oct 90 (Jul 92)

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AIR FORCE PUBLICATIONS

AFI 10-602 (Draft)	Determining Logistics Support and Readiness Requirements	21 Dec 93
AFI 21-103	Equipment Inventory, Multiple Status, and Utilization Reporting System (Draft)	1994
AFI 65-503	US Air Force Cost and Planning Factors	15 Feb 94
AFM 66-279	Core Automated Maintenance System (CAMS)	<u>1/</u>
AFM 67-1	USAF Supply Manual	<u>2/</u>
AFR 27-15	Aerospace Vehicle Programming, Assignment, Distribution, Accounting, and Termination	23 Apr 90
AFR 65-110	Equipment Inventory, Multiple Status, and Utilization Reporting System	22 Apr 91

- 1/ AFM 66-279 is published in twenty-seven volumes. Each volume (and change) is dated separately.
2/ AFM 67-1 is published in nine volumes with multiple parts. Each part is dated separately.

DEFENSE LOGISTICS AGENCY PUBLICATIONS

No publications listed

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